

**Hydraulic control device.**

**Patent number:** EP0170815  
**Publication date:** 1986-02-12  
**Inventor:** OLBRICH GOTTFRIED DIPL-ING  
**Applicant:** BOSCH GMBH ROBERT (DE)  
**Classification:**  
 - international: F15B11/05  
 - european: F15B11/16B6; F15B13/04C2  
**Application number:** EP19850106904 19850604  
**Priority number(s):** DE19843425303 19840710

**Also published**

DE342  
 EP017

**Cited documents**

US408  
 DE262  
 FR229  
 US393  
 US421  
 more >

**Abstract of EP0170815**

1. Hydraulic control device (10) having at least one directional valve (15) which is suitable for controlling an actuator (48) and whose control element (58), in a neutral position (II), shuts off at least one line (46, 51) leading to the actuator (48) and, in two operating positions (I and II), connects it alternately to a supply line (14) or a return line (17) having a pressure compensator (18) for the direct return to the return line (17) of the pressure medium, supplied from a pressure medium source (11) into the supply line (14) and not required by the actuator (48), having a branch line (22) associated with the pressure compensator (18), into which branch line (22) is connected at least one throttle positions (25) and which leads to a spring (19) loaded control spool (95) of the pressure compensator (18), having a selector valve (32) which is connected, via its medium port (41), a first control line (31) and the branch line (22), to the supply line (14), the first seating port (42) of which selector valve (32) being connected to the return line (17) and its second seating port (43) being connected to the directional valve (15) via at least one line (44, 53) used for accepting the load pressure at the actuator (48), characterized in that a switching valve (24), having a 2/2 function and being hydraulically controlled by the pressure present in the first control line (31), and the at least one second throttle position (26) are located between the control line (31) and the branch line (22), and that the pressure present between the two throttle position (25, 26) is effective at the pressure compensator (18).

